Chicago-O'Hare International Airport Development Program

TRANSPORTATION LIBRARY

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NORTHWESTERN UNIVERSITY

City of Chicago Jane M. Byrne
Mayor

Thomas Kapsalis
Commissioner of Aviation

Jerome R. Butler
Commissioner of Public Works

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Chicago-O'Hare
International Airport

O'HARE DEVELOPMENT PROGRAM

December 1982

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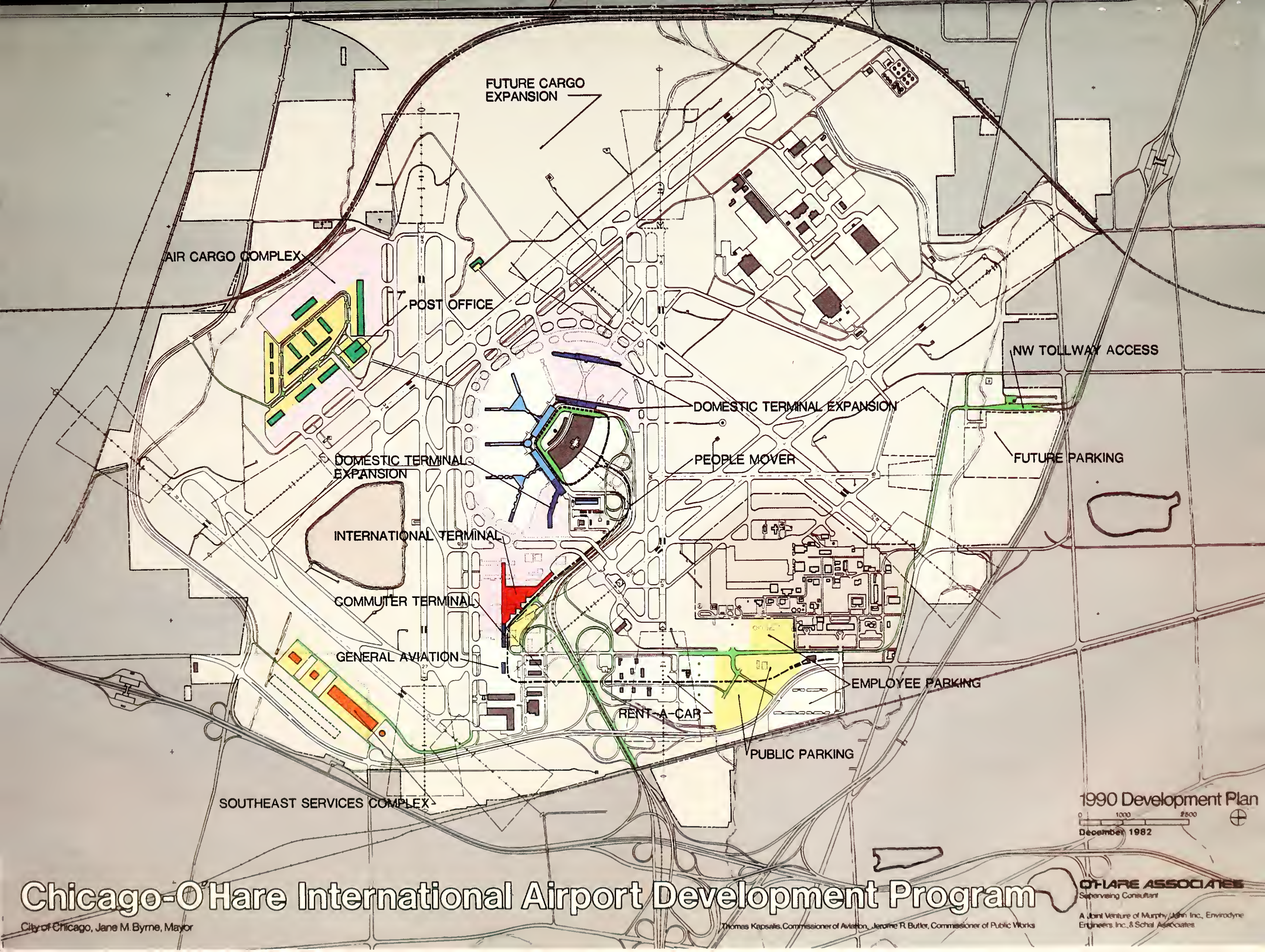


1990 Development Plan

December 1982

Chicago-O'Hare International Airport Development Program

City of Chicago, Jane M. Byrne, Mayor

Thomas Kapsalis, Commissioner of Aviation, Jerome R. Butler, Commissioner of Public Works

O'HARE ASSOCIATES
Supervising Consultant

A Joint Venture of Murphy/Jahn Inc., Envirodyne Engineers, Inc., & Schal Associates

Chicago–O'Hare International Airport

O'HARE DEVELOPMENT PROGRAM

Since 1976 the City of Chicago has been involved in an aviation planning effort of a scope and complexity far greater than has been encountered at any other airport in the United States. The product of this endeavor, the Development Program for Chicago-O'Hare International Airport, represents a staged program of development aimed at meeting the future aviation needs of the Chicago area through the year 1990. The Program will cost more than $1 billion (1982 dollars) to implement.

The major elements of the O'Hare Development Program include the following facilities to be built before 1990:

A New International Terminal

A new International Terminal is proposed for location on a site currently used for air cargo facilities, flight kitchens, the post office, and maintenance buildings. The new international terminal will include at least 14 gates as well as ticketing, federal inspection services, baggage claim, duty-free shops, and related concessions. It will include separate access to Old Mannheim Road and parking facilities, and will be connected with the central terminal core by an above-ground people-mover system.

The People-Mover

This system will form an elevated loop around the roadway side of the entire terminal complex. In its initial stage, the people-mover will likely be implemented as a point-to-point shuttle to provide for shorter walking distances between terminals. After 1985, the people-mover system will be extended to the east remote parking area.

New Terminal 1

This project involves the construction of a new terminal facility for use by United Airlines on the site of the existing international, commuter, and general aviation terminals. This terminal will house up to 45 gates.

Expanded Terminals 2 & 3

Additions will be constructed to Terminal 2 & 3 to improve public circulation and to accommodate new security areas.

New Terminal 3A

The construction of a new Delta Air Lines' terminal and concourse will provide eleven aircraft parking gates. New aprons will be constructed and the inner/outer taxiway system will be relocated to provide necessary loading and aircraft maneuvering capability.

New Commuter Concourse

A new concourse for use by commuter airlines will be constructed at the new International Terminal.

New General Aviation Facility

A new facility for corporate aircraft is planned for construction, on a site to the east of the new international and commuter terminals.

New Air Cargo Complex

A complex devoted to cargo and freight forwarders and a new post office will be built on the southwest side of O'Hare. The complex will have its own access road connecting to Irving Park Road.

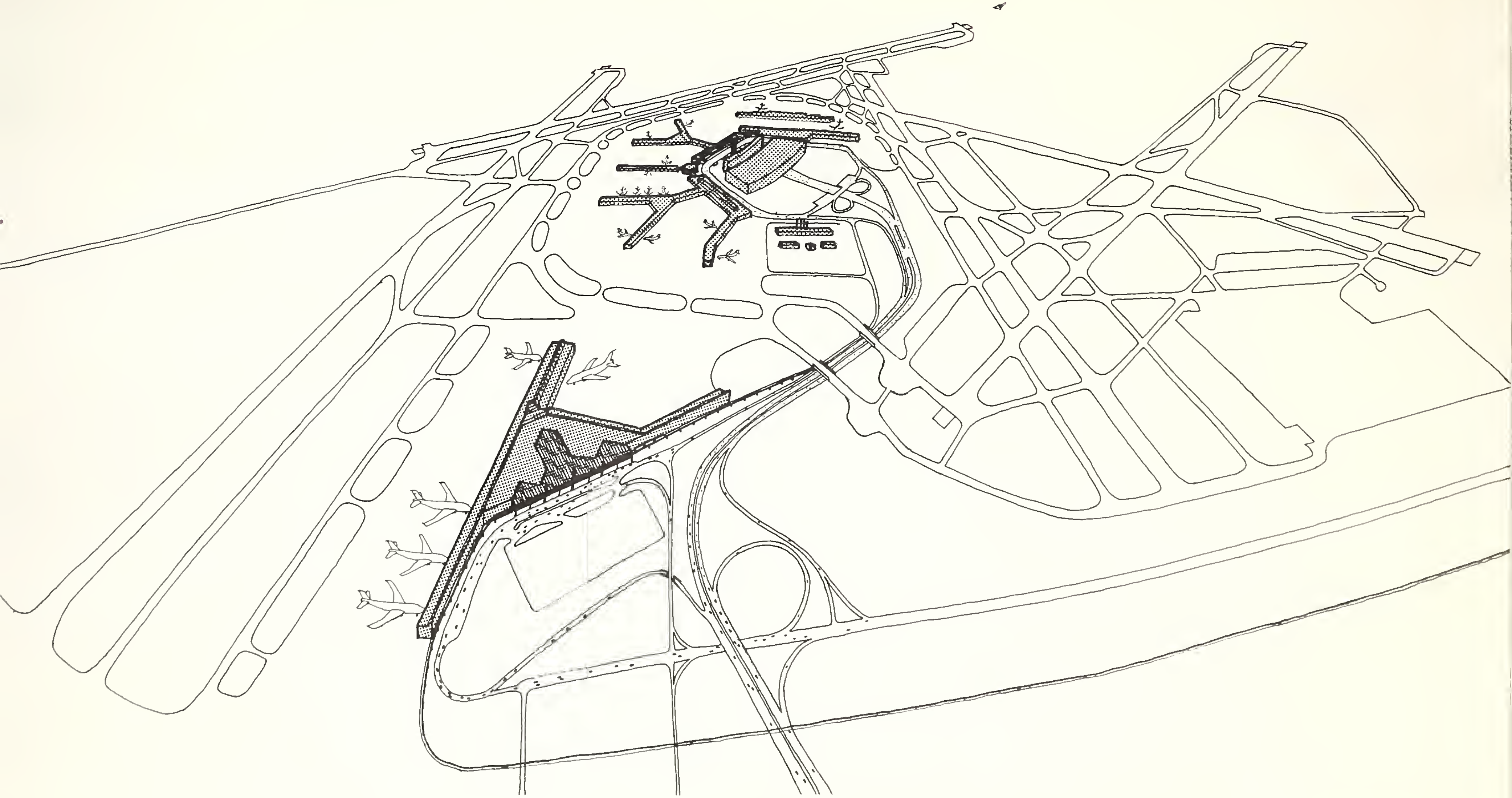
New Airport Services Area

The displaced flight kitchens and maintenance buildings will be relocated into a southeast services site. This area will be served by connections to Mannheim and Irving Park Roads.

This compact, land-efficient Develment Program is a logical extension of the original O'Hare centroidal approach. It taps the full potential of presently unused real estate in a manner that optimizes the functioning of the entire facility. This Program will contribute to the preservation and expansion of Chicago's efficient air carrier service, provide improved passenger convenience for the millions of people that will use the world's busiest airport in the future, and result in a world-class airport commensurate with Chicago's status as a international center of culture, commerce, and industry.

City of Chicago Jane M. Byrne Mayor

Department of Avaition Thomas Kapsalis Commissioner



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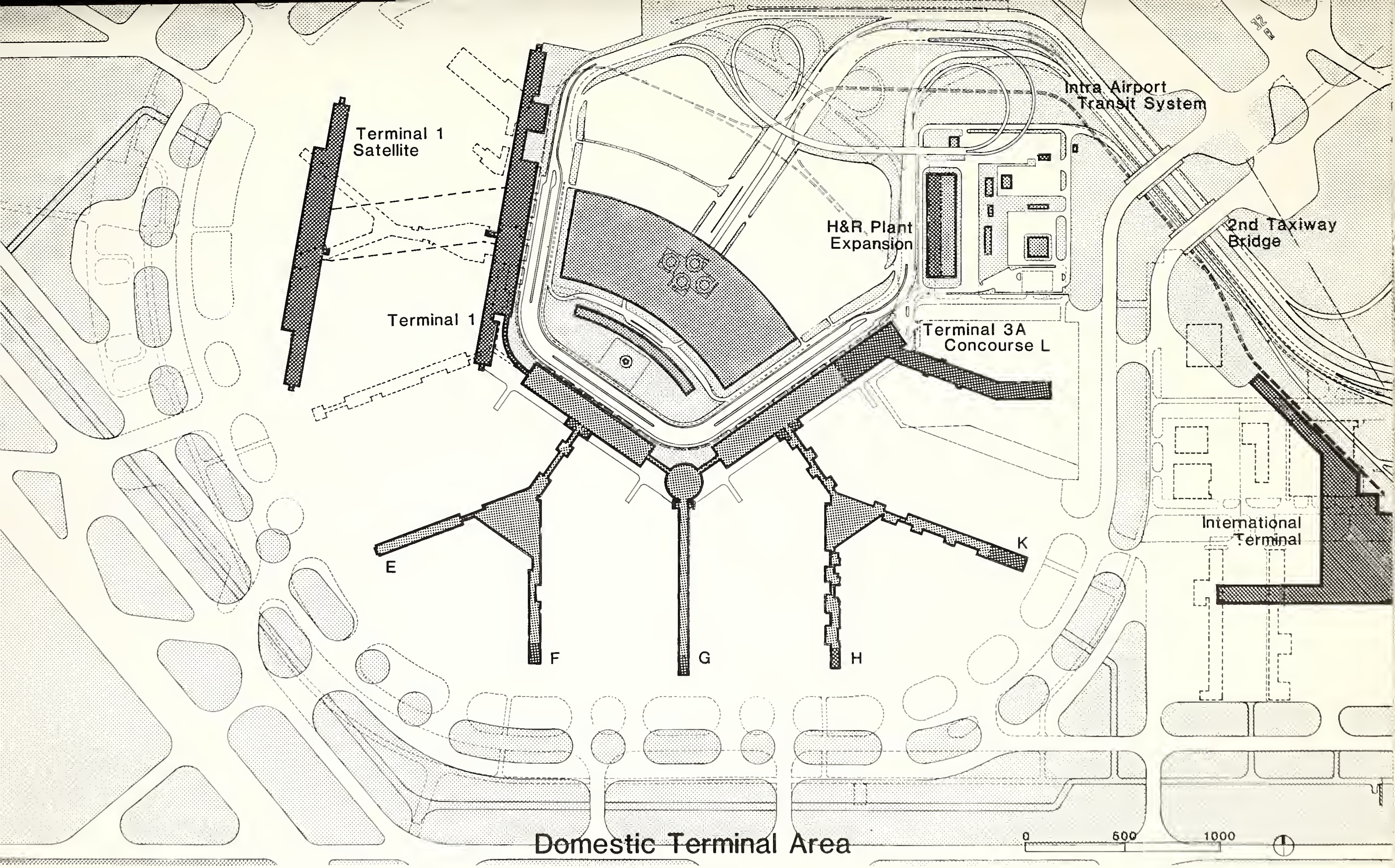

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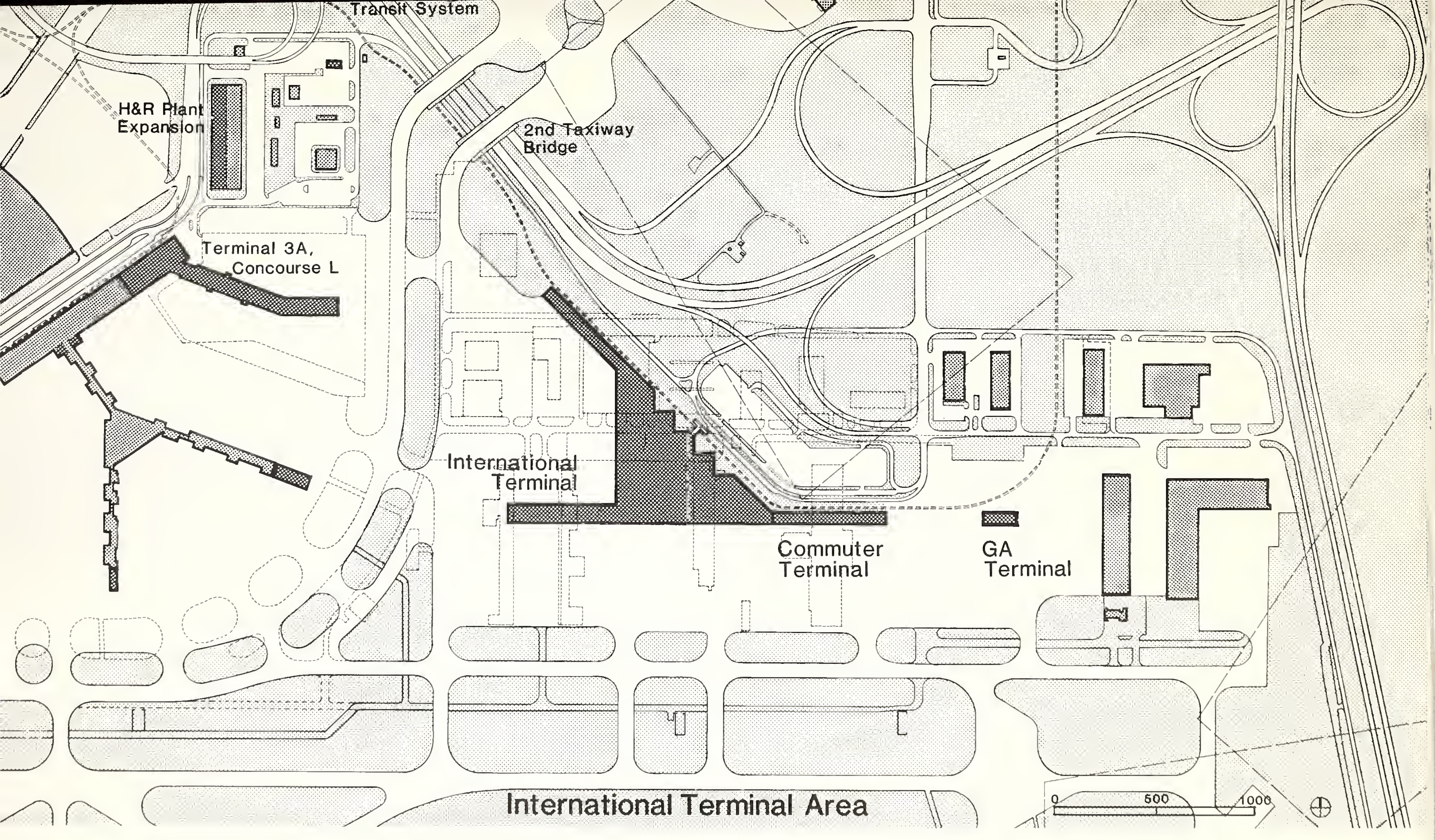

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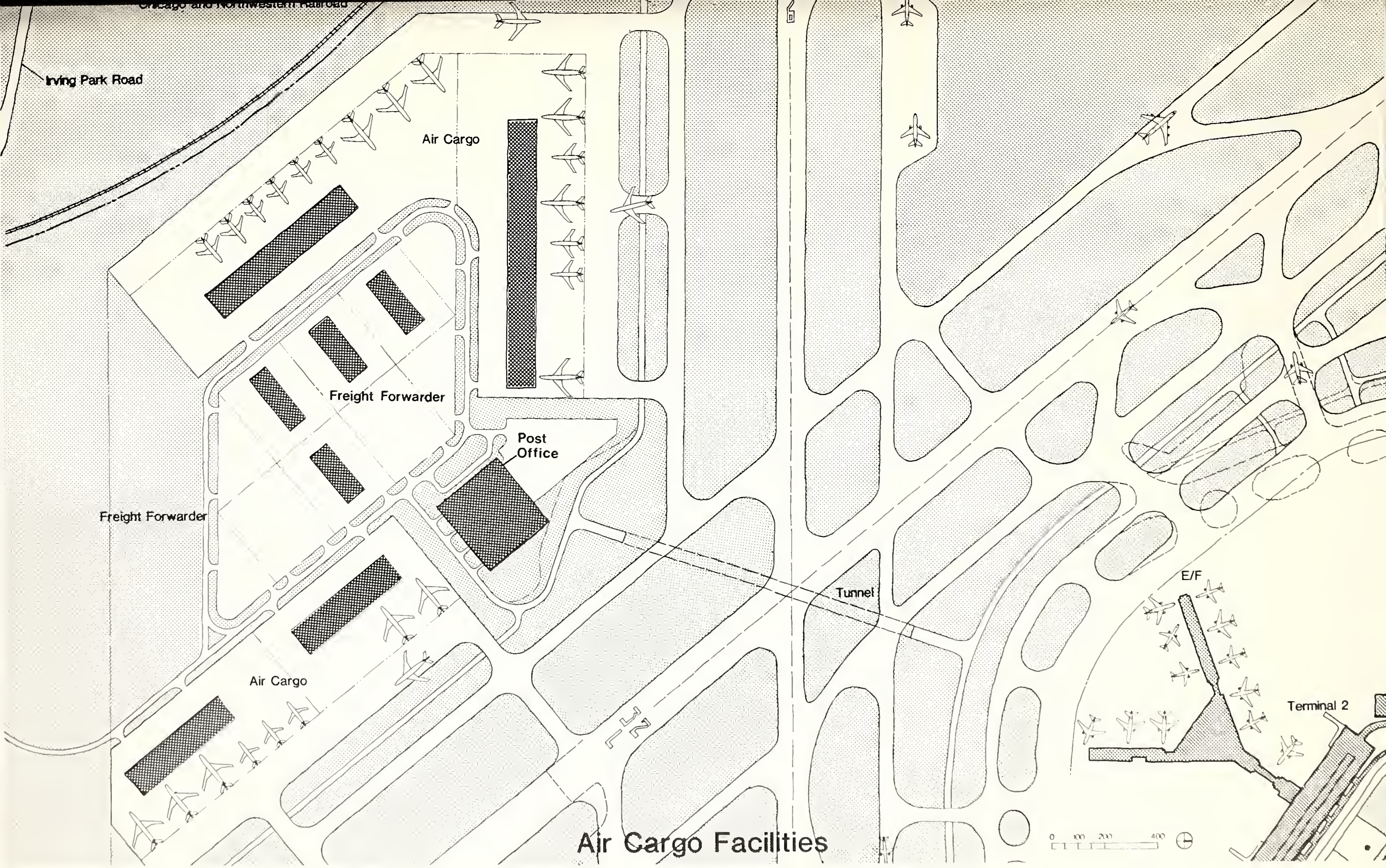

Air Cargo Facilities

Chicago-O'Hare International Airport Development Program

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U.S. Department
of Transportation

**Federal Aviation
Administration**

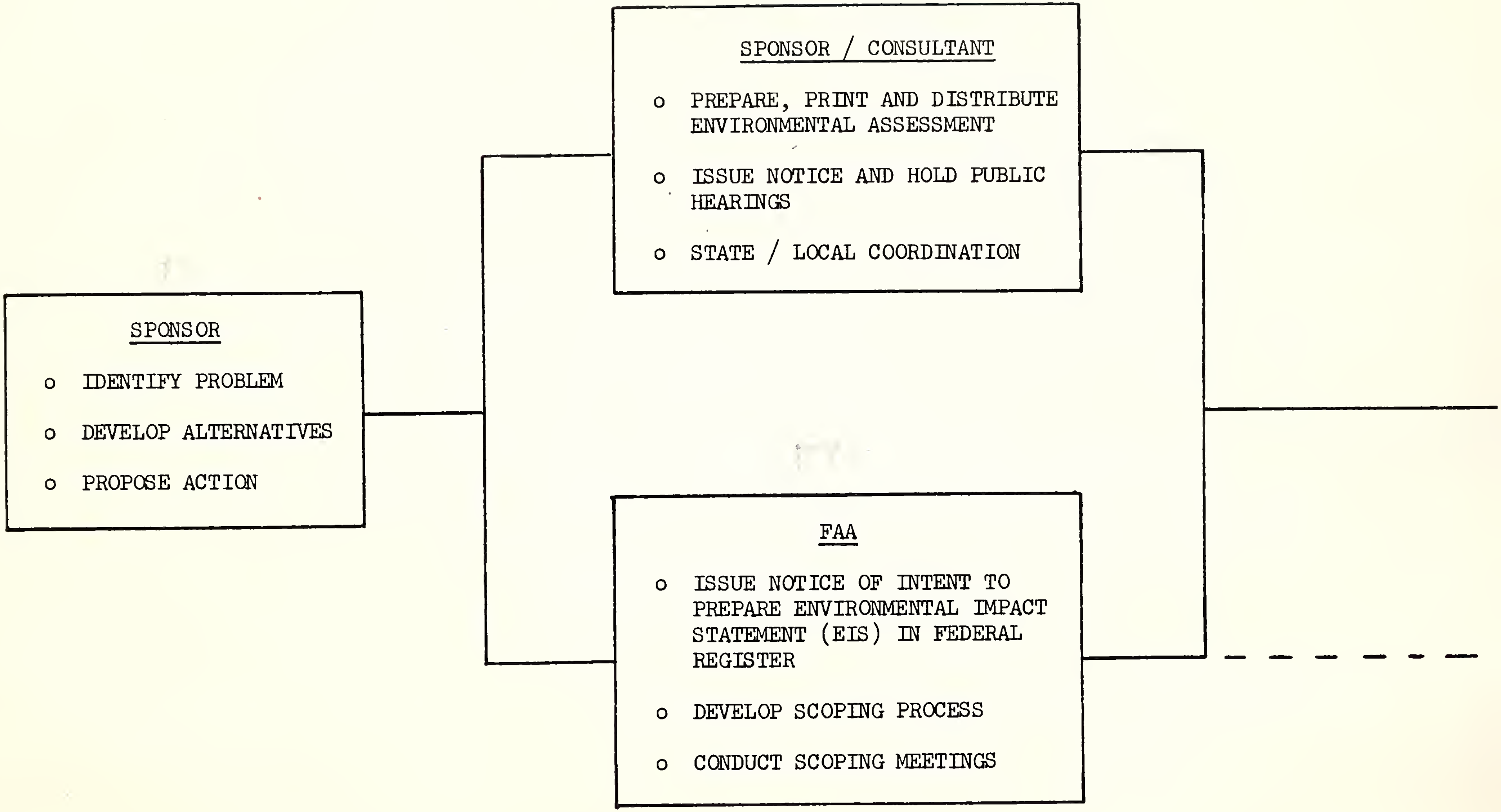
Great Lakes Region

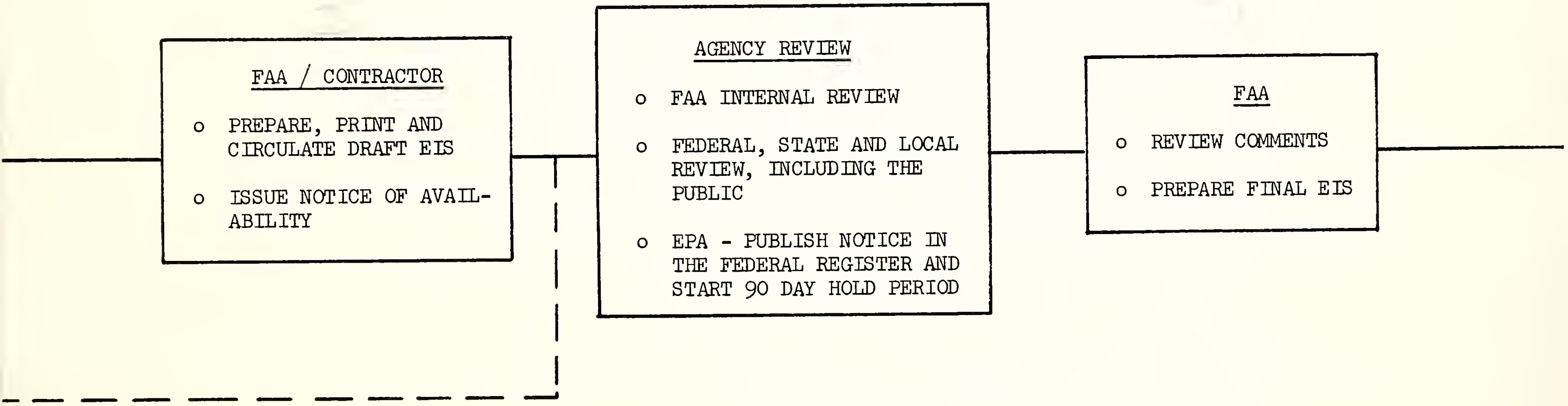
2300 East Devon Avenue
Des Plaines, Illinois 60018

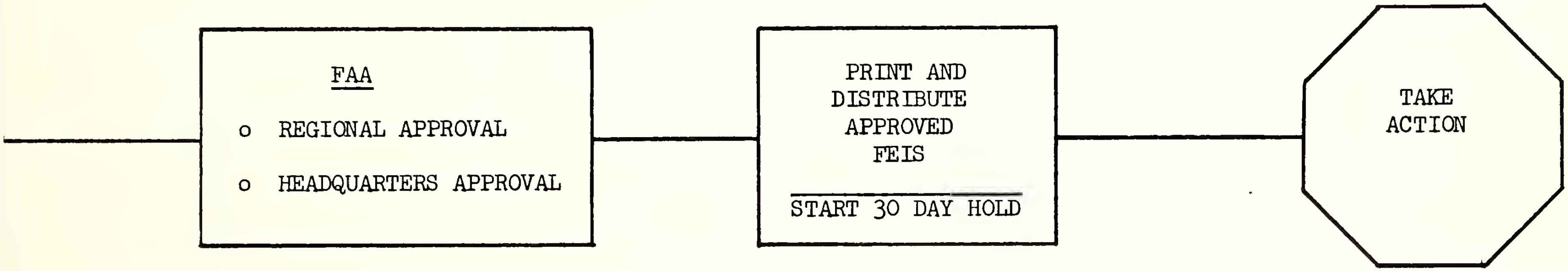
FLOW CHART FOR
ENVIRONMENTAL REVIEW PROCESS

CHICAGO O'HARE INTERNATIONAL AIRPORT
CHICAGO, ILLINOIS

TRANSPORTATION
LIBRARY


SPONSOR
o IDENTIFY PROBLEM
o DEVELOP ALTERNATIVES
o PROPOSE ACTION
SPONSOR / CONSULTANT
o PREPARE, PRINT AND DISTRIBUTE ENVIRONMENTAL ASSESSMENT
o ISSUE NOTICE AND HOLD PUBLIC HEARINGS
o STATE / LOCAL COORDINATION
FAA
o ISSUE NOTICE OF INTENT TO PREPARE ENVIRONMENTAL IMPACT STATEMENT (EIS) IN FEDERAL REGISTER
o DEVELOP SCOPING PROCESS
o CONDUCT SCOPING MEETINGS


FAA / CONTRACTOR
o PREPARE, PRINT AND CIRCULATE DRAFT EIS
o ISSUE NOTICE OF AVAIL-ABILITY
AGENCY REVIEW
o FAA INTERNAL REVIEW
o FEDERAL, STATE AND LOCAL REVIEW, INCLUDING THE PUBLIC
o EPA - PUBLISH NOTICE IN THE FEDERAL REGISTER AND START 90 DAY HOLD PERIOD
FAA
o REVIEW COMMENTS
o PREPARE FINAL EIS


FAA
o REGIONAL APPROVAL
o HEADQUARTERS APPROVAL
PRINT AND DISTRIBUTE APPROVED FEIS
START 30 DAY HOLD
TAKE ACTION

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region

2300 East Devon Avenue
Des Plaines, Illinois 60018

FOCUS OF THE SCOPING PROCESS

1. Determine the scope and significant issues to be analyzed in depth.
    a. Actions
        - Connected
        - Cumulative
        - Similar
    b. Alternatives
        - No action
        - Other reasonable courses of action
        - Mitigation measures not already proposed
    c. Impacts
        - Direct
        - Indirect
        - Cumulative
2. Identify and eliminate from detailed study the issues which are not significant or have been covered by prior documentation.

10/26/2009
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